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-2-

3. The steam locomotives use lignite from the Sokolov (Falkenau) (M51/ P 58) mines and pit coal from the Ostrava (P50/ O 59) mines. For the diesel locomotives synthetic gasoline from the Stalin plant in Most (M51/ F 13) is used.
4. The following is the daily routine traffic on the lines leading from Cheb:
  - Cheb - Chomutov (M51/ F 02) 35 freight trains, 27 passenger trains, 4 passenger express trains;
  - Cheb - Plzen (M50/ L 04) unascertained number of freight trains, 15 slow passenger trains, 11 passenger express trains;
  - Cheb - As (M51/ P 18) 4 freight trains, 24 passenger trains.
5. Three freight trains bound for Schirnding (M51/P27) and one freight train bound for Selb (M51/P18) leave Cheb daily for Germany.
6. The freight trains passing through Cheb transport mainly lignite from the Most area and cement and limestone for the Sokolov chemical plant. The main articles of export freight passing through Cheb are lignite, timber, sugar, porcelain clay, and kaolin. Apart from these, two freight trains of 45 tank cars each [redacted] bound for Gross Korbetha (M52/ D 90) or Crumpha (M52/ D 80) pass through Cheb daily. Two of them return empty to Hohenau from the East Zone of Germany daily.
7. The majority of rail traffic was behind schedule in August 1952 because of the shortage of locomotives.
8. The railway personnel is competent but is under its normal strength and therefore has to work longer hours. The majority of the personnel is against the present regime in Czechoslovakia.
9. The number of persons employed at the Cheb railroad station is around 350. Approximately 200 of them are employed at the station itself, the remainder in rail traffic positions. The station master is Jaroslav Dlin, a former train supervisor (vlakvedouci) at Karlovy Vary. Vaclav Kizvotr, Jaroslav Hurt, Jaroslav Hubeny, Vaclav Fada, Josef Randl, Karel Zelenka, Frantisek Novak, and Josef Doubny are employed as train dispatchers. Josef Cech and (fnu) Synek are station clerks. Chairman of the Employees' Council (Zavodni rada) of the station is Josef Rajbrajer. Chairman of the station's Communist Party organization is Vaclav Kroupa.
10. Monthly gross wages (i.e. wages before deductions and without premiums or additional pay for overtime work) amount approximately to the following:

Station master	6,000 Kcs
Train dispatcher	6,000 to 7,000 Kcs according to function
Train supervisor (vlakvedouci)	6,000 Kcs
Shunter	5,000 Kcs
Conductor	5,000 Kcs
Warehouse workers	4,500 Kcs
Workmen	3,000 Kcs (maximum).

11. 1st Lt (fnu) Arda [redacted] is now assigned to duty at the Directorate of the Czechoslovak Railroads in Plzen, and visits the Cheb railroad station from time to time on official business. 2
12. A train derailler [redacted] has been placed on the As (M51/ P 18) - Selb (M51/ P 18) railroad line. The derailler is located immediately west of the point where the line crosses the As - Muehlbach (Bavaria) (M51/ P 18) - Selb road. A little to the east, between this road and the As railroad station is a saw mill [redacted].

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-3-

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13. Another train derailer [redacted] has been placed on the Cheb - Schirnding (E51/ P 18) railroad line near the 141.5 kilometer marker (about 500 yards east-southeast of the railroad station in Muehlbach (Bohemia) (E51/ P 27)). In addition, there is a removable barricade [redacted] consisting of two reinforced concrete beams, each 35 centimeters in diameter. The keys to the derailleurs are in possession of the border guard (PS) units. After the PS personnel have very carefully inspected each passing train, they hand over the keys to the train personnel for unlocking. 3 25X1
14. A military supervisor has been attached to the Cheb station. He supervises all personnel and traffic passing through the station. [redacted] all large railroad stations in Czechoslovakia will be put under military supervision. 25X1
1. [redacted] Comment: Attached is a schematic plan of Cheb railroad station, which shows the station as reconstructed after 1945. No new construction is under way at present. 25X1
2. [redacted] Comment: Until the fall of 1951 army officers who were attending courses held by the Military Railroad Administration were assigned for training purposes to major railroad stations in Czechoslovakia. In October 1951 a new Military Academy for Railroad Troops was set up in Pardubice (E51/ M 79). It is possible that students of this academy are being assigned to major stations in a similar manner for the same purpose. 1st Lt Anda [redacted] probably acts as a military supervisor at the Cheb railroad station. 25X1
3. [redacted] Comment: Another reinforced concrete barricade has probably been installed on the railroad line As - Selb. 25X1

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